(1) **Details of works already completed** –

(i) Washable apron on platform nos. 1 and 3;

(ii) Improved flooring and modular stalls on platform nos. 1, 2 & 3; and

(iii) Extension of platform nos. 1, 2 & 3 for 24/26 coach trains.

(2) **Details of works planned for completion by June**, 2009 –

(i) Renovation of upper class waiting hall (Ladies & Gents), retiring room, VIP lounge;

(ii) Provision of multi-line train indication board and 5 single line train indication boards, Coach Guidance Board, Digital Master Slave Clock, Touch Screen system;

(iii) Improvement to lighting, fanning and signage facility including provision of purified cold drinking water system;

(iv) Provision of platform chairs and furniture for VIP rooms, waiting halls, retiring rooms and dormitories;

(v) Commissioning of Route Relay Interlocking including Yard Remodelling;

(vi) Extension of foot over bridge and platform shelter on platform nos. 6 & 7; and

(vii) Extension of platform nos. 4 & 5 for 24/26 coach trains.

(3) **Details of works planned for completion by April**, 2010 –

Construction of Third line between Barang and Khurda including Yard Remodelling at Khurda Road.

Development of Surat-Hazira rail line

890. SHRI KANJIBHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the budgetary provision for the year 2008-09 for the development of Surat-Hazira railway line already under construction;

(b) the progress made so far by the Rail Vikas Nigam Ltd. (RVNL);

(c) the financial mode among different stakeholders/companies for the project; and

(d) by when the work is proposed to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Since the project has not yet been sanctioned by this Ministry, no budgetary provision was made for the year 2008-09 for the development of Surat-Hazira new line.

(b) In the last four years, RVNL has undertaken four alignment surveys for the Surat-Hazira new line on the request of Government of Gujarat. However, each alignment has had to be discarded as RVNL was told that either the proposed alignment was not feasible on account of non availability of the required land corridor or the environmental clearances not being available to construct the line.

(c) The financial mode among different stakeholders shall be decided only after the alignment has been frozen and the project cost firmed up.

(d) No target date can be given till the project is sanctioned.